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ITALY.

*Report from Naples.*NAPLES, ITALY, *January 13, 1902.*

SIR: I have the honor to report that for the week ended January 11, 1902, the following steamships were inspected at Naples:

January 6, the steamship *Columbia*, of the Hamburg-American Line, bound with passengers and cargo for New York. There were inspected and passed 338 steerage passengers and 50 pieces of large baggage; 550 pieces of baggage were disinfected by steam.

January 6, the steamship *Hesperia*, of the Anchor Line, bound with passengers and cargo for New York. There were inspected and passed 158 steerage passengers and 40 pieces of large baggage; 180 pieces of baggage were disinfected by steam.

January 8, the steamship *Sardegna*, of the Italian General Navigation Company, bound with passengers and cargo for New York. There were inspected and passed 442 steerage passengers and 75 pieces of large baggage; 650 pieces of baggage were disinfected by steam.

January 10, the steamship *Spartan Prince*, of the Prince Line, bound with passengers and cargo for New York. There were inspected and passed 301 steerage passengers and 77 pieces of large baggage; 450 pieces of baggage were disinfected by steam.

January 10, the steamship *Lahn*, of the North German Lloyd Steamship Company, bound with passengers and cargo for New York. There were inspected and passed 375 steerage passengers and 63 pieces of large baggage; 500 pieces of baggage were disinfected by steam.

INSPECTION AT PALERMO.

At Palermo for the week ended January 11, 1902, the following ship was inspected: January 11, the steamship *Spartan Prince*, of the Prince Line, bound with passengers and cargo for New York. There were inspected and passed 130 steerage passengers and 8 pieces of large and 120 pieces of small baggage.

SMALLPOX AT NAPLES.

During the week ended January 11, 1902, there were officially reported at Naples 12 cases of smallpox and 4 deaths.

Respectfully,

J. M. EAGER,

Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

JAPAN.

Report of inspection of Yokohama, Kobe, and Nagasaki.

REPORT OF INSPECTION OF YOKOHAMA.

HONGKONG, CHINA, *September 21, 1901.*

SIR: In compliance with Bureau order of June 28 ultimo, I have the honor to transmit herewith a report of my inspection of the port of Yokohama, Japan.

Soon after my arrival I called on the United States consul, Mr. Belows, and Acting Assistant Surgeon Eldridge to acquaint them with the object of my visit, as well as to discuss matters in general with them.

Dr. Eldridge has his office in a building adjoining the consulate, which

was, until quite recently, the consular jail, but since the abrogation of the old treaty it has not been occupied until quite recently. Dr. Eldridge was enabled to obtain the use of this building at a very reasonable rental because of the stipulation of the Japanese Government that the land occupied by this as well as the consular building should be used for consular purposes only. The building is well adapted for an office—the only objection being that it is separated from the consulate. It would be better if such office was in the consular building proper, but there is no room available. It was the best arrangement that could be made under the circumstances, and I therefore would recommend that the present arrangement for its rental be continued.

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There is no question, however, but that some arrangement should be made for a messenger and interpreter. The services of some such person can be obtained for a very small amount.

The same may also be said about providing fuel and water for the building. These are considered as "extras" and should not, in my opinion, be paid for by the medical officer attached to the consulate.

The duties now performed by the medical officer may be enumerated: Issuing the bills of health; the collection of fees for such services; viséing consular invoices; issuing certificates; inspection of vessels, their personnel, of all intending emigrants, and the supervision of their personal effects, etc. Bills of health issued to vessels bound for ports of the United States and the Philippine Islands may be considered under two heads: First, to vessels carrying cargo only; second, vessels carrying passengers.

Of the former class sometimes no formal inspection is made of the personnel of the vessel, particularly if a sailing vessel having a white crew and having been in the harbor for a length of time. If any of these carry Orientals in the crew, a personal inspection is always made before the bill of health is issued. Vessels which have Orientals in the crew, or carry passengers of this class, are always subjected to a rigid inspection before a bill of health is issued.

The manner in which such examination is conducted is about as follows:

The inspection is made usually about from two to three hours before sailing. All the members of the crew and the steerage passengers are required to be on board. The crew is mustered and compared with the list given in at the time application is made for the bill of health. The Chinese members are given a careful physical examination for the purpose of detecting any case of ambulant plague (as is required by the regulations).

Sometimes the Japanese of the crew are subjected to the same examination, but this does not always follow. The steerage emigrant is usually given a preliminary inspection at Dr. Eldridge's office when he presents himself for the immigration card—that is to say, if the doctor is in his office—otherwise, he is seen among the others on board. These are given a careful visual inspection only, as it was not deemed necessary to subject the Japanese to such a rigorous examination as is thought to be required for the Chinese or other Asiatics. After this inspection the quarters for the oriental steerage and crew are visited, and if found in good condition the bill of health is completed and the signature of the medical officer attached. This completes the inspection. Considerable difficulty has been experienced on several occasions in making these inspections on account of changes which are made here in the crew lists,

and, moreover, on account of Yokohama being the home of nearly, if not all, of the Japanese crew. The Japanese steamers have had no end of trouble on account of failure of members of the crew to be on board at the time of the inspection, thereby causing delay in the departure of the vessel. Some friction has arisen between the officers of the 2 Japanese lines and the medical officer on account of this, but it seems now in a fair way to adjust itself without further trouble. Some difficulty is experienced on account of the ignorance, stupidity, and dilatoriness of the steerage passenger, particularly in the manner of placing this class of people on board. Often they do not arrive early enough to be on board for the inspection, or if they do, are not prompt in mustering for inspection. There is no supervision over the baggage of either crew or steerage. In fact, I do not see how such would be possible unless Dr. Eldridge is given additional help. * * * The personal effects of the steerage passengers are usually disinfected and labeled on the day before, and are brought to the vessel by the intending passenger in one of the numerous native bumboats known as "sampan." They arrive at all hours, a few quite early, the majority late.

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All consular invoices which contain a list of any article coming under the quarantine regulations are sent by the consul to Dr. Eldridge to be viséed before the consular signature is attached. This arrangement allows a careful inquiry to be made of the shipper about the origin and character of such merchandise. If satisfactory, it is indorsed, and a certificate to this effect made for the information of the quarantine officer at the ports of destination. All steerage passengers intended for the United States and Philippine Islands are required by the steamship companies to procure an immigration card from the medical officer before the issuance of a ticket. These persons apply at the office where the interpreter ascertains the last residence, age, etc., from the person, all of which is duly inscribed on the card. This is given with instructions to bring all the personal effects to a certain place for disinfection, after which the card will be completed by placing thereon the official stamp. This information is easily obtainable from the intending passenger by reason of the passport which must be in his possession before he is allowed to leave Japan. Sometimes there is substitution, but this is a rare occurrence owing to the admirable police system of surveillance. On the day prior to sailing, all steerage immigrants are taken to the place of disinfection where all the personal effects brought with them are subjected to a process. While this is in progress they are given a bath after which the containers for baggage are labeled. They are then allowed to depart for their boarding place or home. They are instructed by the one in charge to go on board early on the following day.

Something more is required to be said about the present system of disinfection. It may be recalled by the Bureau that an order was promulgated to the effect that the baggage and personal effects of all oriental steerage passengers must be disinfected prior to embarkation or on arrival at ports of the United States. Just about the time of the issuance of such orders the plague, which had prevailed in Kobe and Osaka, had disappeared. Prior to this, arrangements had been made with the 4 lines of steamship companies to maintain a disinfecting plant in Yokohama. This was, I am told, quite effective, both as to method and the isolation and detention of the passenger. When plague was declared to have disappeared from the aforementioned places the steamship companies demurred to further continuing the disinfection

and detention of such passengers and matters were brought to a standstill, in fact, the whole plant was abandoned. When it became necessary for Dr. Eldridge to again institute the disinfection, he found not only considerable difficulty in procuring a place of any kind for such purpose but no little opposition from the steamship companies. After some delay an abandoned sugar warehouse was procured temporarily for disinfecting and bathing passengers. It is about one-half mile outside the city proper, surrounded on all sides by rice fields and vegetable gardens. A small room has been fitted up for disinfecting and the bathing is done about 150 yards away in an adjoining house. Arrangements have been made with the occupants of this house to furnish the bathing facilities.

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The bathing is done in a much more thorough manner than the disinfection because the Japanese have a special predilection for the bath; they take to water just like ducks and will, if given half an opportunity, keep clean. The baths as used at this place are in fact large vats which are heated by a special contrivance peculiar to the Japanese. As soon as the water is hot, as many Japanese as can get in, do so, when they proceed to enjoy all the luxuries of a bath. * * *

Dr. Eldridge is supposed only to inspect the process of disinfection and bathing and to certify to the above when it meets with his approval. The steamship companies appoint a man (white) who is to act as superintendent and who is supposed to be responsible for the manner in which the work is performed.

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The steerage passenger problem is one which must needs be handled rather diplomatically and is not to be considered on the same lines as that of the Chinese. The Government practically controls it. In the first place no Japanese can leave his country unless he is given permission. He must be provided with a passport, issued by the local governor and countersigned by imperial authority. If the intending emigrant belongs to the laboring class he must be assumed charge of by one of the large emigration societies, who are under heavy bonds to see that all the rights and privileges of the subject are protected. At the present time nearly all the steerage passengers destined for the United States leave from Yokohama. The majority of these are destined for the sugar plantations of Hawaii. It appears from all that could be learned, from both the steamship companies and the emigration society, that it is their joint desire to leave from Yokohama, consequently they come from nearly all the parts of Japan. The bulk of these are from the southern parts of the island of Nippon, between Kobe and Nagasaki, where the country is overpopulated. They come to Yokohama principally by rail, some in the small coasting vessels. As soon as they arrive they are taken in charge by the agent of the emigration society and kept in special boarding houses, just about in same manner as it is done in the northern European ports. Here they are kept under supervision and control by the police authorities until they are ready to leave the country. Emigration has been practically at a standstill for the past year. This was due to the large numbers leaving for the United States in 1900, which brought about such a strong protest from the white laborer and the politician of the Pacific Coast that the Imperial Government saw fit to prohibit the issuance of any more passports. I am informed that about 3,000 passports will be issued during the next twelve

months. The majority of those permitted to leave the country are destined for the Hawaiian Islands.

The cost of the disinfection of the emigrant's baggage is paid for by a tax of 3 yen levied on each passenger. This is supposed to pay for the superintendence, the rent of the buildings, etc. All arrangements of this nature are made by the agent of the emigration society. It is, I think, ample to meet all the requirements for an efficient disinfection.

The harbor of Yokohama is of fair size and fairly well protected by an extensive breakwater. Nearly all the trans-Pacific vessels are moored to buoys; few, if any, come alongside the dock. Cargo and passengers are lightered to and from the shore. The cabin passengers land and depart from a small wharf near the custom-house, while the steerage are transferred by means of the "sampan." The harbor is under constant patrol of the harbor police, a very efficient corps, which maintains excellent order, not only in the harbor, but on board the vessels as well. The police are the customs department as well. There is little, if any, danger from rats coming on board from a lighter and none from the sampan. Should there ever be any danger of plague, even should it be present here, it would be more likely to be from infected clothing or from cargo.

There is but one dock; this is an iron structure about 1,000 feet long. Here the vessels of the Nippon Yusen Kaisha, the North German Lloyd, and the Messageries Maritimes are moored. No cargo, incoming or outgoing, is allowed to remain on this dock for more than twenty-four hours. Nearly all the cargo landed from any of these vessels is taken to the "go-downs" as fast as unladen. The wharf is clean and so far as I could judge is rat proof, although there is nothing to prevent a rat once off the vessel going directly to shore. In all probability this does occur, at least there has been ample opportunity given them to do so. I am inclined to believe that this dock is not altogether a sanitary blessing, as it will, I think, be the means of sooner or later infecting Yokohama. The reason for entertaining this belief is the experience of one of the Nippon Yusen Kaisha vessels, the steamship *Hiroshima Maru*, which arrived from Bombay via Keelung, Formosa. At the last place the vessel was in quarantine on account of a case of plague. She arrived in Yokohama with no cases of sickness on board and began to discharge her cargo alongside the dock. Just as the cargo was about discharged several dead and sick rats were found in the holds. These were examined by the quarantine officials and were found to be infected with plague. The vessel was immediately ordered to the quarantine. This vessel lay for nearly a week alongside this wharf, no precautions being taken to prevent rats from leaving it. The finding of pest rats was a fortunate circumstance, as this vessel was scheduled for a trip to Seattle and Tacoma immediately after discharging its cargo.

A quarantine is maintained at Yokohama which consists of a boarding station and quarantine station proper. The boarding station is a vessel anchored just outside the breakwater, about 2 miles from the entrance. Here the inspectors are stationed. All vessels coming under the provisions of the quarantine regulations are boarded and inspected. The inspection on the whole is much the same as what is carried on at our stations with the exception that it is more formal. The inspecting force consists of a chief inspector and from 5 to 6 assistants. The manner of conducting an inspection is as follows: The chief inspector, together with his staff, repairs first to the surgeon's office, where a declaration is made by the latter concerning the sanitary condition of the personnel of the vessel, together with any other fact bearing on

the health of the passengers and crew occurring during the voyage. Clinical histories, such as are kept for the information of our quarantine officials, are carefully scrutinized. While this examination is in progress 1 or 2 of the assistants are taking pencil notes. As soon as this is finished a general muster is held. The crew are examined first, then the steerage, and lastly the cabin passengers. The chief inspector proceeds to give each person a careful visual examination, as well as by feeling the pulse, and noting the condition of the eyes and tongue. This is in turn repeated by 2 of the assistants, while others stand ready to note anything desired by the examiners. There is also 1 (a policeman) whose duty it is to keep a tally of all those inspected. Any one found who presents suspicious symptoms is made to stand aside for a more thorough examination, when all the inspectors examine the case in turn, after which they retire and compare notes. A second or even a third examination may be made before the case is disposed of. If there is any reason to suspect plague or cholera, specimens of the blood, gland juice, and feces are taken for a microscopical examination.

Any person reported sick is given a most careful examination. * * * The examination of the cabin class is not so rigorous, usually amounting to a count of the numbers. While all passengers and crew are mustered an examination is next made of the quarters and crew. If found satisfactory this terminates the inspection and pratique is given the vessel. In case there is suspicious illness, or the vessel has a bad history, it is ordered into the quarantine grounds located about 3 miles away. Here the vessel and its personnel are treated as the nature of the case requires. The quarantine and disinfecting station is located about 9 miles distant. Here are provided barracks and hospitals. The station was originally planned for the treatment of passengers ill with or exposed to cholera and is not all that is to be desired for plague or smallpox.

I deem it unnecessary to enter further into description of this station because it has already been described in a report by Acting Assistant Surgeon Eldridge, submitted about four years ago and since then there have been but few changes or alterations made in the plant.

The quarantine service is directly under the supervision of the police department, of which it is, in fact, a part. The chief of quarantine is not a medical man. He is directly responsible to the superintendent of port quarantine who holds a position analogous to the assistant secretary of one of our departments. The institute for infectious diseases, while a coordinate branch, furnishes the experts when the services of such are required for diagnosis or for consultation. The counsel and opinion of Professor Kitasato are often in demand.

Japanese vessels which receive subsidies, or carry the mails, are often inspected at night. The officials at the quarantine do this, but I am informed that while such are the requirements it is not deemed altogether safe. They look upon it in the light of risk but, as the final responsibility for such inspection rests with those in authority at Tokyo, the inspection is made. The admirable system of police supervision renders such a procedure perhaps safer than it would be in any other country—the German Empire not excepted. Should there be any trouble arising from these night inspections, the authorities have all the power and facilities for remedying it.

The people are, irrespective of class, intensely patriotic, and acquiesce in nearly everything prescribed by the police authorities. They are, perhaps, more so on account of the strong military force which is always

available in an emergency. Night inspections are not extended to foreign vessels; these are inspected invariably by daylight.

There are no facilities for the disinfection of a vessel or its cargo save the shore plant at the station. All textile fabrics which permit of steam disinfection are transferred to the station for disinfection. The living apartments of such vessel are rendered mechanically clean, then sprinkled or washed with a 7 per cent solution of carbolic acid. This solution is applied to all the surfaces by means of watering pots, hand pumps, or by special brushes or brooms. There are no adequate facilities for handling or disinfecting cargo or the holds of vessels; in fact, sulphur dioxide, formaldehyd, or charcoal fumes have never been employed for this purpose. The superintendent was much interested in learning the methods in use at the United States quarantine stations. All with whom I conversed about this matter signified a desire to put this plan in operation. Their method for extermination of vermin aboard ship is primitive, yet it may be effective. No poison or gaseous agent is employed. The rats and mice are hunted and killed with sticks. This is done by the crew under the supervision of the master of the vessel. Vermin are destroyed only on vessels infected with plague. I am of the opinion that such a method will not be effective in all cases.

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Arrangements have been perfected with the Japanese Government by which if a case of cholera or plague is discovered by the Marine-Hospital surgeon the vessel will be disinfected. No arrangements have thus far been made for the treatment of smallpox.

I inclose for your information a copy of the regulations for the enforcement of the law of port quarantine, which sets forth in general the manner of procedure as well as the list of diseases which are considered as quarantinable. In addition thereto, dysentery (acute specific) has been added since the researches of Shiga regarding this disease.

Water supply and sewerage.—Yokohama now has a population of 185,000, which is rapidly increasing. The native part of the city is situated principally on a flat plain and is flanked on one side by an elevated plateau. The foreign residents formerly occupied a narrow strip of land facing the bay, but now nearly all these have residences on the "Bluff," the former concession being almost exclusively used for business purposes. The city covers a large area, as nearly all the native houses are of one story. The streets are narrow, but well paved and drained. The drainage of the city is primitive, consisting principally of shallow surface drains. A few sewers of modern construction have been placed in some parts of the city, the majority being in the part occupied by the foreign population. These have been built by private parties. The municipality has not as yet taken the matter in hand, but no doubt this will be done in the near future, as this subject is being discussed by the more progressive natives and agitated by the European and American residents. In all probability, sewers will be constructed first in the foreign settlement, but it will be some time before such plan is put in operation for the whole city. Sewers, in reality, are not so much required in a Japanese city as in one of our cities, because of there being no such necessity for the rapid disposition of excrementitious substances, as the Japanese make use of these for fertilizing the rice paddies and vegetable gardens. These excrements are removed from the houses at night by private parties and taken into the country. This will explain in some respects why typhoid fever and dysentery are

so prevalent among country people in the rice-growing districts. Garbage is collected by the municipal authorities and disposed of either as a fertilizer or loaded into lighters and carried out to sea. The water supply is entirely inadequate. There is a system of waterworks which supplies a part of the city with palatable water. All the water is passed through filtration beds before it is distributed. The plant is modern and is supervised as closely and as efficiently as any such in our country or Europe. Nearly all the cases of enteric fever, dysentery, and diarrheal disease can be traced to the shallow surface wells, the rice fields, and vegetable gardens—few, if any, to the city water supply.

Sanitary regulations.—The sanitary supervision is vested in the police department of the province or ken. The city is divided into numerous precincts, in charge of a police officer and sanitary inspector. Daily reports are made to these concerning the sanitary condition of the precincts, as well as the number of sick or dead. These are scrutinized, and if there is anything found of a suspicious nature, investigation is made immediately; in this way a perfect control is maintained over the entire city, particularly over the native population. The supervision over the foreign part is rather perfunctory. Yet it is sufficient to guard against any serious infraction of the laws relating to the public health. It is remarkable how perfect is the organization of the police department and how well the native population is controlled.

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Plague and cholera are admitted possibilities, if not probabilities, notwithstanding the close surveillance which is attempted to be held over all arrivals from places known to be infected. Already there has been begun a crusade against the rat, which I am informed will be continued just so long as there is any danger of its importation by sea or land. Rigid regulations have been in force now for several years against cholera. In consequence thereof cases of cholera are reported by the physicians every summer. These cases reported are seldom ever proved to be anything more than cholera nostras, or fish poisoning. There is a law to the effect that if a case of cholera is not reported there is a fine of 100 yen assessed from the medical attendant, so in order to avoid the loss of what would be a half year's income the physician takes no chances on any case even resembling cholera, but refers the matter to the Government for examination. The bacteriological findings in all such cases for the last five years have been negative.

Dysentery (acute specific) is now regarded as a quarantinable disease. The same regulations are enforced against it as for cholera. It has been quite prevalent in the country districts surrounding Yokohama and Tokyo, not a few cases having occurred during the months of July and August in both these places. These have been isolated just so soon as discovered, and those immediately exposed thereto isolated and kept under observation for five days; the premises in the meantime, together with the personal effects of cases of suspects, are disinfected. Disinfection of houses and premises is accomplished by the ordinary methods of cleansing and washing the surfaces of rooms with a 7 per cent solution of carbolic acid. Water-closets, latrines, and drains are cleansed with both carbolic solution and milk of lime. Textile fabrics are taken to the central disinfecting plant and steamed.

Several years ago, just after the Japano-Chinese war, smallpox prevailed in epidemic form in nearly all the islands of the Empire. Vaccination was compulsory in some places, while in others it was optional. The preparation of vaccine virus was in the hands of pri-

vate individuals, and in consequence the virus supplied was of indifferent character. Now vaccination is made compulsory, and all children are vaccinated during their first year. This may be again required at the time the child enters school, and always when the man begins his military service. The system of vaccination, both with regard to the preparation of the virus and the method of vaccinating is perfect. An exception should be made of a certain number of Japanese who come from the more remote districts, particularly in those where foreign innovations have been slow in adoption. Quite a number of these will be found to have never been vaccinated.

Sometimes it is hard to determine whether or not vaccination has been performed, or if so, its effectiveness on account of the custom of burning their arms with the moxa. This practice is almost universal. The cicatrices in many cases so closely resemble vaccination that they can not be told apart. Add to this the naturally polite affirmative assertions of the person and it leaves nothing else to do but vaccinate him in order to determine whether he is making a correct statement or not. A good rule, therefore—when in doubt, vaccinate.

I had several interviews with the agents of the several lines, viz, the Pacific Mail Steamship Company, the Northern Pacific, the Toyo Kisen Kaisha, the Nippon Yusen Kaisha, and the Canadian Pacific steamship companies, regarding the present method of quarantine proceedings here, and entered into a full discussion with them regarding the present methods of quarantine procedures as now enforced by the medical officer of the U. S. Marine-Hospital Service at this port. All agreed (save the Canadian Pacific), that the method of inspection as now conducted was a great saving of time at the Pacific coast ports. The Toyo Kisen Kaisha complained that in two instances their vessels had been delayed because our officers had not found all the crew on board at the hour set for the inspection. All these details have been made the subject of a report by Dr. Eldridge. * * *

After having had several conferences with the quarantine authorities in Yokohama, as well as with Professor Kitasato in Tokyo, I am convinced that there is a necessity for maintaining the inspection service at this port. All parties with whom I have conversed regarding quarantinable diseases were unanimous in this opinion, that it would be only a question of time before plague would make its appearance in Yokohama, even despite all the precautions which the Japanese Government is now instituting against this disease. In view of this fact alone, not considering the probability of cholera appearing at places in Japan, it would seem that it was sufficient reason for maintaining such inspection.

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After canvassing the subject very thoroughly I am convinced that the best solution of the matter is the assignment of a regular officer of the U. S. Marine-Hospital Service for duty in the office of the consul-general. This would meet the objections already raised by the consul-general and the steamship companies. The assignment of one of the regular officers would mean that he could devote his whole attention to the subject coming under his supervision, as well as to be better prepared to carry out the quarantine regulations, than if a local appointment is made. Cholera or plague may appear now almost at any place in Japan on account of the free communication which is being held with infected ports. In all probability the greatest source of danger lies in the direction of northern China. Plague has appeared at Niuchwang. There are two lines of small steamers holding weekly communication

with this latter place. These steamers have touched at ports where there is no quarantine station. One can readily see the danger which might arise from these vessels under these circumstances. In view of the fact that nearly, if not all, the Japanese immigrants leaving this country are destined primarily for the Hawaiian Islands, it emphasizes the necessity for a close sanitary supervision over this class of persons. This can, of course, be done better by an inspection at Yokohama rather than to allow it to be performed at a port of arrival.

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YOKOHAMA, JAPAN, *November 15, 1901.*

I just arrived at this port from Hongkong en route to the United States. While in Kobe I learned that Acting Assistant Surgeon Eldridge had become seriously ill about two months before, and was now not expected to live. I immediately called at his house and found that the reports were only too true. Dr. Eldridge was moribund. He died on the following day. I can now understand why such reports as above referred to were not sent. I immediately called upon the consul and we had a discussion about the future inspection at Yokohama.

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Respectfully,

J. J. KINYOUN,
Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,
U. S. Marine-Hospital Service.

REPORT OF INSPECTION OF KOBE.

HONGKONG, CHINA, *September 21, 1901.*

SIR: I have the honor to report that as soon as I completed the inspection of Yokohama I proceeded to Kobe by rail, arriving there on August 18. On the following day I called upon and paid my respects to the consul, Mr. Lyons, and to the acting assistant surgeon, Dr. Fowler, acquainting them with the object of my visit.

Kobe and Hiogo comprise a city of about 235,000 inhabitants, the 2 cities being separated by a small stream. For all practicable purposes, however, they are 1 city and lately have been merged into 1 municipal government. This is perhaps the largest seaport of Japan and is the oldest. It is located about 385 miles south of Yokohama near the entrance to the inland sea. It has a commodious harbor and a large commerce. Dr. J. Beckwith Fowler was appointed acting assistant surgeon during the time when plague made its appearance here and is continuing to act as such. Dr. Fowler makes an inspection of all vessels bound for the United States or the Philippine Islands. The method of inspection and issuing of bills of health is much the same as that at Yokohama, the consul, Mr. Lyons, having relegated all the work pertaining to the sanitary inspection of vessels, their personnel; of emigrants, and furnishing information regarding said cities and surrounding country, entirely to Dr. Fowler. I found Dr. Fowler a very genial gentleman and from what I could learn from him and others he appears to possess all the qualifications for performing the duty of a sanitary inspector at this port. Dr. Fowler is perhaps the only available man whose services could be procured for this work. His long experience with the personnel of vessels makes him extremely valuable. The only objection which could be urged against him is that he is an English subject. With regard to emigration from this port, I have to say that only 526 Japanese steerage passengers